

On behalf of Secretary of Transportation, Sean T. Connaughton, the Virginia Department of Transportation (VDOT) conducted a survey to gauge the views of local government leaders on a variety of transportation topics. The following is a summary of the responses received from leaders in Counties, Cities and Towns which maintain their own local road systems.

1. What type of local government do you represent?

	Response Percent	Response Count
City	41.5%	22
Town (that maintains its local road system)	45.3%	24
Other (please specify)	13.2%	7

Answered question 53

Skipped question 3

2. Which Locality do you represent? (optional)

All (Va Association of Counties)	1	Town of Ashland	1
Arlington County	1	Town of Blacksburg	2
Augusta County	1	Town of Bridgewater	1
City of Danville	1	Town of Christiansburg	1
City of Fairfax	1	Town of Clifton Forge	1
City of Falls Church	1	Town of Dumfries	1
City of Fredericksburg	1	Town of Elkton	1
City of Galax	1	Town of Farmville	1
City of Harrisonburg	1	Town of Front Royal	1
City of Lexington	1	Town of Grottoes	1
City of Lynchburg	2	Town of Herndon	1
City of Manassas	1	Town of Luray	1
City of Manassas Park	2	Town of Rocky Mount	1
City of Roanoke	1	Town of Strasburg	1
City of Virginia Beach	1	Town of Vienna	1
Lunenburg County	1	Town of Wytheville	1

Answered question 36

Skipped question 20

3. Please indicate your role in local government

	Response Percent	Response Count
Elected Official (i.e. City or Town Council)	9.4%	5
Administrator (i.e. City Manager, Deputy, or Assistant)	56.6%	30
Senior Staff (i.e. Director of Public Works)	22.6%	12
Other (please describe)	11.3%	6

City Engineer (1)

Transportation Manager/Director (3)

Public Works Director (1)

Legislative advocate (1)

Answered question 53

Skipped question 3

4. How large is your locality? (population)

	Response Percent	Response Count
< 5,000	13.5%	7
> 5,000 and < 50,000	65.4%	34
> 50,000 and < 200,000	11.5%	6
> 200,000	9.6%	5

Answered question 52

Skipped question 4

5. Are you within the boundaries of a Metropolitan Planning Organization?

	Response Percent	Response Count
Yes	55.8%	29
No	44.2%	23

Answered question 52

Skipped question 4

6. Does your locality have objective data on the condition of the local road system?

	Response Percent	Response Count
Yes	61.4%	27
No	38.6%	17

Answered question 44

7. Please give us your thoughts on the current condition of the local transportation network in your locality.

	Response Percent	Response Count
1 - very good	6.5%	3
2	47.8%	22
3 - mediocre	37.0%	17
4	6.5%	3
5 - poor	2.2%	1

Comments

6

Summary of Comments:

Four acknowledged the limited or lack of resources for road construction and maintenance. Another describes how the roads are functionally obsolete (e.g., congested). One mentions the inspection efforts in their locality.

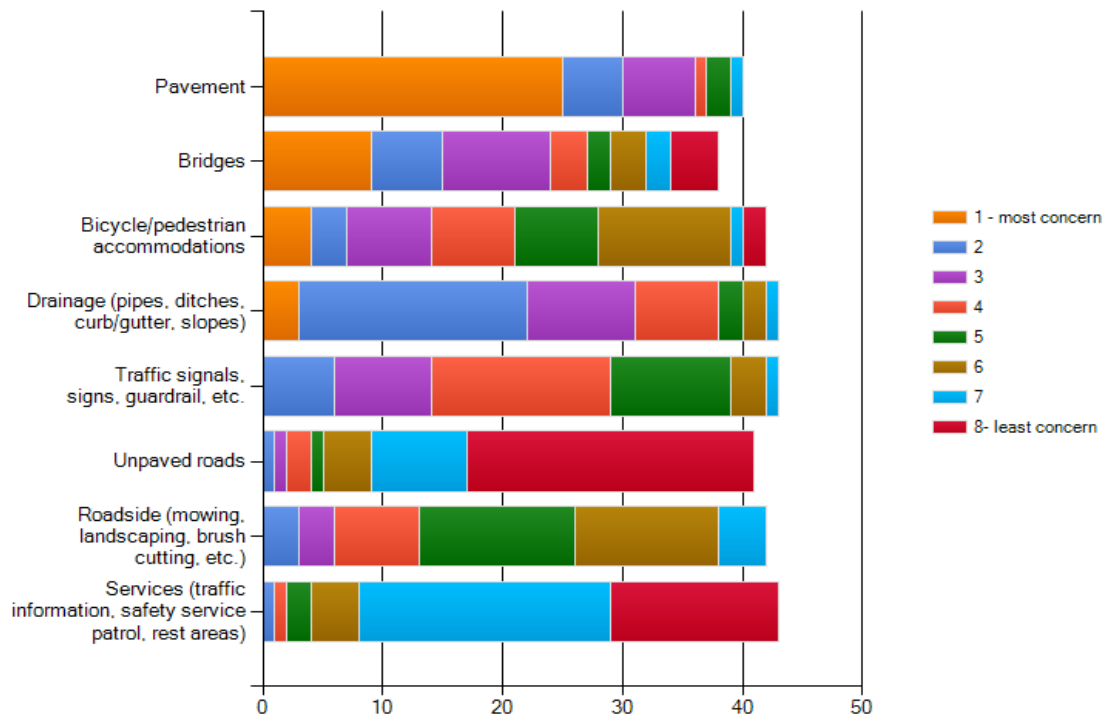
Answered question 46

Skipped question 10

8. What areas concern you most regarding the condition of the local system? (please rank each 1 through 8, with 1 being the area of most concern)

	1 - most concern	2	3	4	5	6	7	8 - least concern	Rating Average
Pavement	25	5	6	1	2	0	1	0	1.85
Bridges	9	6	9	3	2	3	2	4	3.53
Bicycle/pedestrian accommodations	4	3	7	7	7	11	1	2	4.36
Drainage (pipes, ditches, curb/gutter, slopes)	3	19	9	7	2	2	1	0	2.91
Traffic signals, signs, guardrail, etc.	0	6	8	15	10	3	1	0	3.98
Unpaved roads	0	1	1	2	1	4	8	24	7.07
Roadside (mowing, landscaping, brush cutting, etc.)	0	3	3	7	13	12	4	0	4.95
Services (traffic information, safety service patrol, rest areas)	0	1	0	1	2	4	21	14	6.95

What areas concern you most regarding the condition of the local system?
(please rank each 1 through 8, with 1 being the area of most concern)



Answered question 46

Skipped question 10

9. For roadways within your jurisdiction do you believe the current administrative classification (interstate, primary, secondary and urban) to be appropriate? (For example; there may be primary roads in your locality that you believe function more as urban or local roads.)

	Response Percent	Response Count
Yes	65.2%	30
No	10.9%	5
Not an issue	23.9%	11

Answered question 46

Skipped question 10

10. Considering the debate and challenges at both the federal and state level to meet transportation needs, where should we collectively be placing our priority given current constraints:

	Response Percent	Response Count
Maintenance of existing infrastructure	82.6%	38
Construction of new infrastructure	4.3%	2
Other (please specify)	21.7%	10

Comments

All responders supported a balance between maintenance and construction; stating it is critical to maintain existing infrastructure at safe levels, while also investing in new facilities that have the potential to improve performance over existing ones.

Answered question 46

Skipped question 10

11. Considering the debate and challenges at both the federal and state level to meet transportation needs, what services/programs could be reduced and/or eliminated?

Summary of responses (some responders provided multiple suggestions):

No changes (9)

Bureaucracy and Regulation (8)

Enhancement Programs (8)

Duplicated Efforts within VDOT (3)

Rest Areas (2)

Bicycle Facilities (2)

Chapter 527 Review (2)

Accepting Subdivision Streets (1)

New Road Construction (1)

Frequency of Interstate Milepost Signs (1)

Reflectivity on Non-Regulatory Signs (1)

Implement Tolls (1)

Enable Simple Projects (1)

Implement Smart Traffic Control Technologies (1)

Implement Transportation Demand Management (1)

Improve Transit Options (1)

Politics (1)

Metropolitan Planning Organizations (1)

Support Funding Programs Enabling Localities To Pursue Local Priorities (1)

Focus on Safety and Congestion Mitigation Measures (1)

Answered question 32

Skipped question 24

12. Did your locality participate in the FY12 Revenue Sharing Program?

	Response Percent	Response Count
Yes	59.1%	26
No	40.9%	18

Answered question 44

Skipped question 12

13. Do you have plans to participate in the Revenue Sharing program in the future?

	Response Percent	Response Count
Yes	88.6%	39
No	11.4%	5

Answered question 44

Skipped question 12

14. The limit per locality for Revenue Sharing was increased to \$10M. Should this limit be:

	Response Percent	Response Count
Increased to higher cap	42.5%	17
Decreased	37.5%	15
Unlimited	20.0%	8

Answered question 40

Skipped question 16

15. Would you participate in similar financial arrangements (local funds used to match state funds) if this meant additional funds could be brought to your locality?

	Response Percent	Response Count
Yes	83.3%	35
No	16.7%	7

Only under these circumstances 13

Answered question

One locality fully supported similar arrangements, stating “we have no choice but to share in the expenses of a project. We live in an entirely different world now. Nobody has unlimited funds “

A number of localities responded with a variety of Yes, *if certain* conditions are presented, such as if funding for existing programs (maintenance, operations, and construction; Urban System formula) are not impacted (4), funds can be used for maintenance (2) or the local match is based on a combination of locality population and road mileage (1). Several small localities noted difficulty in generating the revenue needed for transportation projects (2) and the uncertainty of funds in current economic times (1). One locality strongly opposed the proposal as “a blatant effort by VDOT to pass along your intended purpose - developing and maintaining our transportation system - to the localities”.

Answered question 42
Skipped question 14

16. Based on your current understanding of VTIB, is this something your locality is considering taking advantage of?

	Response Percent	Response Count
Yes	27.5%	11
No	50.0%	20
Only under these circumstances	22.5%	9

Comments –

Three respondents needed more information about VTIB. Several were concerned with the assumption that other funds are available to supplement VTIB funds. Three localities are interested only if VTIB funds are available as a grant. Others voiced concerns with new oversight requirements; rather than the control they have over their own bonded projects. One locality voiced the following “ while the VTIB may benefit some, it should not be considered a replacement to the State’s commitment to funding. Financing techniques, such as this one, should not supplant revenue streams necessary to pay for a project”

Answered question 40
Skipped question 16

17. If you Answered yes to #16, are you planning to investigate the use of:

	Response Percent	Response Count
VTIB grants	47.4%	9
VTIB low interest loans	0.0%	0
Both	52.6%	10

Answered question 19
Skipped question 37

18. Using a scale of 1-5, where "1" means that you are "very knowledgeable" and "5" means that you are "not familiar" with the concept. Please indicate your familiarity with the following concepts and resources related to transportation program delivery:

	1 - Very Knowledgeable	2	3 - Familiar	4	5 - Not Familiar	Rating Average
Urban Construction Initiative	11	6	12	7	8	2.89
Urban Construction Initiative Certification	9	1	13	8	13	3.34
George Mason University Secondary Roads Study	0	5	12	9	17	3.88

Answered question 44

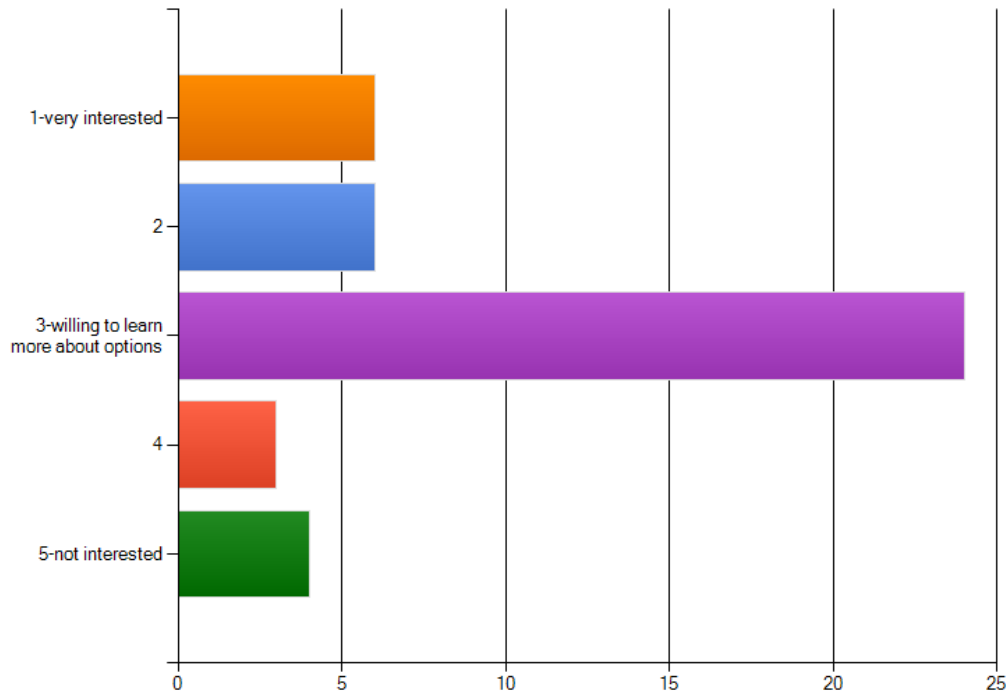
Skipped question 12

19. As of today, please rank your level of interest in playing a more significant role in transportation if NO additional resources are available.

	Response Percent	Response Count
1 - very interested	14.0%	6
2	14.0%	6
3 - willing to learn more about options	55.8%	24
4	7.0%	3
5 - not interested	9.3%	4

Comments 10

As of today, please rank your level of interest in playing a more significant role in transportation if NO additional resources are available.



Comments:

The majority of localities noted that a lack of funding makes it difficult to assume any additional responsibilities. Three suggested that efficiencies in processes could make the current system work. Two have joined the Urban Construction Initiative to assume additional responsibilities. Remaining commenters didn't understand the purpose of the question.

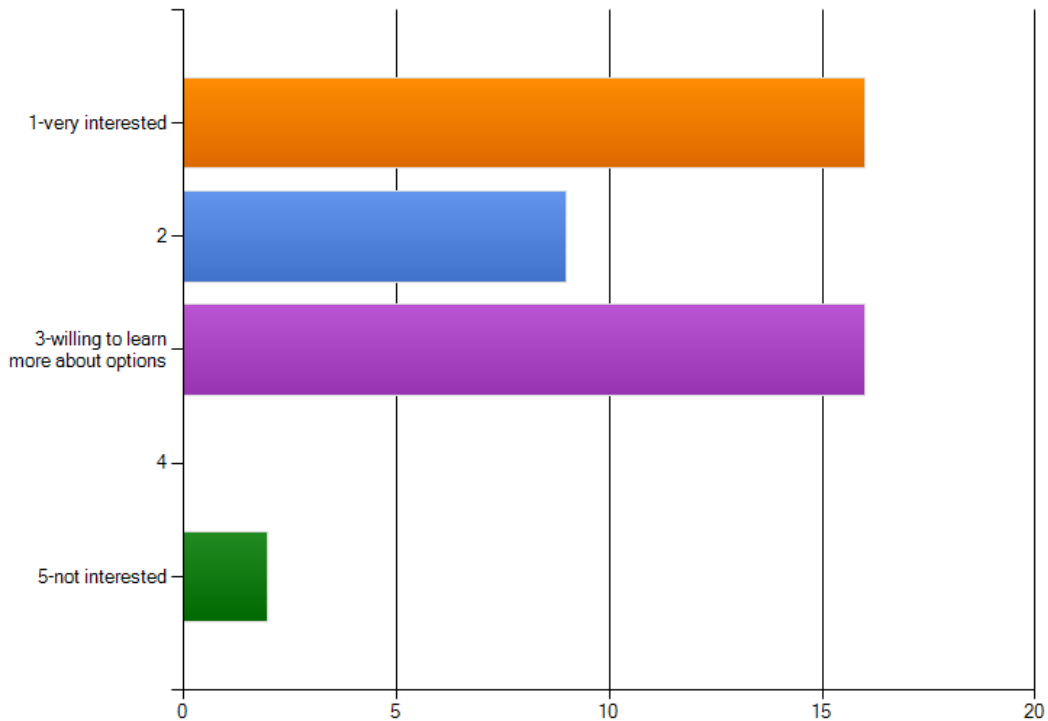
Answered question 43
Skipped question 13

20. Please rank your level of interest in playing a more significant role in transportation if additional resources were available.

	Response Percent	Response Count
1 - very interested	37.2%	16
2	20.9%	9
3 - willing to learn more about options	37.2%	16
4	0.0%	0
5 - not interested	4.7%	2

Comments 3

Please rank your level of interest in playing a more significant role in transportation if additional resources were available.



Unedited Comments:

Willing to consider but interested in the details.

All jurisdictions in the Commonwealth are not identical. Each is unique, with unique transportation system needs. Local jurisdictions are best able to understand their own needs, and should be empowered and adequately funded to provide for them.

We are a small City. The big results need to come from the State. Working with local governments is great if you want to produce reports and record keeping stats. If you want to produce transformative transportation improvements, the state needs to show its muscle and get er done.

<i>Answered question</i>	<i>43</i>
<i>Skipped question</i>	<i>13</i>

21. What do you feel would be the best way to provide additional resources to the local transportation program.

	Response Percent	Response Count
Provide additional revenue options at the state level	30.2%	13
Provide additional revenue options at the regional level	16.3%	7
Provide additional revenue options at the local level	53.5%	23

Comments 11

Comments:

Most localities responding support providing additional revenue options at both the regional and local levels, stating localities are best able to identify and plan for their specific needs, while regional entities are more suited to do so for cross-jurisdictional initiatives. For statewide revenue several support increasing gas taxes, though four support regional gas tax increases provided the funds stay in the locality. Three commenters noted the inability for local governments to generate revenue.

Answered question 43
Skipped question 13

22. In order to better understand your perspective on localities playing a more significant role in transportation, please provide specific thoughts, concerns or suggestions you'd like to share on this issue.

Comments:

The majority of responders (14) raised concerns with funding ranging from inadequate funding to concerns with the allocation process to lack of funding for transit. Four comments suggested pushing additional project delivery authority to the local level with minimal VDOT oversight. Four localities suggested additional transportation decision making at the local level. Two localities expressed concerns with recent changes in VDOT and the difficulty in contacting the correct person with a question or concern. Four comments were related to locality specific issues.

Answered question 27
Skipped question 29

23. Please rank your ability to provide transportation services to your community within your current organizational structure/staffing

	Response Percent	Response Count
1 - very good	14.0%	6
2	55.8%	24
3 - mediocre	18.6%	8
4	2.3%	1
5 - poor	9.3%	4

Comments 6

Comments:

Four of the 6 respondents are confident in their ability to provide services although they note any increase in responsibilities must be coupled with increased funding. The remaining two respondents do not have staff to adequately provide transportation services.

Answered question 43

Skipped question 13

24. Please share any other concerns or suggestions from your perspective to improve transportation program delivery.

Comments:

Several localities mention reduced staff within VDOT and the inability for staff to respond quickly (5) lack of resources for maintenance of roads (5); reduce bureaucracy (2) and request that the General Assembly fully address long term transportation funding (5);. Several strongly supported the Revenue Sharing program (4) and the Transportation Enhancement program (2). Others noted project specific concerns.

Answered question 21

Skipped question 35

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